



Motorcycle Industry Council

December 12, 2011

Clerk of the Board
Air Resources Board
1001 I Street,
Sacramento, California 95814

Subject: Motorcycle Industry Council Comments in Response to:

Notice of Public Hearing to Consider Amendments to California's Small Off-Road Engine and Tier 4 Off-Road Compression-Ignition Engine Regulations and Test Procedures; and, Amendments to the Exhaust Emission Certification Test Fuel for Off-Road Spark-Ignition Engines, Equipment, and Vehicles

In response to the October 18, 2011 notice referenced above, the Motorcycle Industry Council (MIC) provides the following comments regarding the proposed amendments to the exhaust emission certification test fuel for off-road spark-ignition engines, equipment, and vehicles. Our comments are limited to the proposed adoption of amendments to 13 CCR, section 2412 and to the "California Exhaust Emission Standards and Test Procedures for 1997 and Later Off-Highway Recreational Vehicles and Engines," which are incorporated by reference therein.

MIC supports the proposed amendments of 13 CCR section 2412 with two provisions. The first provision is that carry-over and carry-across of durability test data from prior model years continues to be allowed. Specific authorization for the use of prior model year durability data could be provided by amending proposed section 86.513 – 90(a)(1)(i) (presented in Appendix P of the ISOR) as follows:

(a)(1)(i) Gasoline having the following specifications will be used by the Administrator in exhaust emission testing. Gasoline having the following specifications or substantially equivalent specifications approved by the Administrator, shall be used by the manufacturer for emission testing except that the octane specifications do not apply and durability data obtained using previously approved gasoline may continue to be used whenever carry-over or carry-across of such data would otherwise be allowed.

Alternatively, MIC would be satisfied with confirmation from the staff that the proposed amendments were not intended to affect the carry-over or carry-across of durability data obtained with current certification test fuel.

The second provision has to do with the limitations we believe should be applied to the policy of requiring consistency between certification test fuel and commercial gasoline. MIC concurs with the stated intent of the proposed rulemaking to re-establish the consistency between the

certification test fuel and commercially available gasoline in California as long as the oxygen content of certification test fuel and commercially available gasoline, other than fuels limited to use in so-called "flexible fuel vehicles," is limited to 3.5% oxygen content (10% ethanol by volume). Higher oxygen content of certification test fuel in anticipation of higher oxygen content of commercial gasoline in the future would lead to increased emissions on commercial gasoline with an oxygen content of $\leq 3.5\%$. More importantly, the eventual commercial use of gasoline with $>3.5\%$ oxygen content has the potential to result in excessive emissions, catastrophic engine failures, and safety-related driveability concerns for legacy vehicles.

For the reasons explained above, MIC believes the policy of achieving consistency between certification test fuel and commercial gasoline should not be applied to blends with oxygen content in excess of 3.5% unless provisions are made for maintaining the commercial availability of lower oxygen content blends and effectively preventing the "misfueling" of legacy vehicles with blends $>3.5\%$ oxygen.

In combination with the proposed optional use of E10 test fuel for model years 2013 through 2018, the proposed 2019 model year compliance requirement is acceptable to MIC.

Sincerely,



Pamela Amette
Vice President